

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XIV.

RIO DE JANEIRO, MARCH 24TH, 1887

NUMBER 9

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rue das Laranjeiras.

CHARLES D. TRAIL,
Chargé d'Affaires.

BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
H. G. MACDONELL,
Minister.

AMERICAN CONSULATE GENERAL.—No. 42 Rue do
Ovidor H. CLAY ARMSTRONG,
Consul General.

BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

CHRIST CHURCH.—Rue do Evaristo da Veiga. Divine Service every Sunday at 11 a.m. and on the 2nd and 4th Sundays in each month at 7:30 p.m. Holy Communion on the first Sunday in January at eleven, and on the Great Festivals, at 11 a.m. Holy Baptism every Sunday after the morning Service.

H. All notices should be sent to the Clerk.
FREDERICK YOUNG, M. A., Chaplain.

157 Rua das Laranjeiras.

ALBERT ALLEN, Clerk, No. 6, Rue Huniford.

METHODIST EPISCOPAL CHURCH.—Largo do Catete.
English services: Sunday School at 10 a.m.; preaching at 11:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.

C. C. TUCKER, Pastor.

Portuguese services: Sunday School at 11 a.m.; preaching & 7:30 p.m. Sundays; prayer-meeting, 7:30 p.m. Wednesdays.

J. L. KENNEDY, Pastor.

Residence: Rue Senador Corrêa, B.

PRESCOTTIAN CHURCH.—No. 15 Travessa da Barreira. Services in Portuguese at 11 o'clock, a.m. and 7 o'clock, p.m.; Sundays, and at 7 o'clock p.m. Thursdays.

BAPTIST CHURCH.—Rue do Conde d'Alv. No. 121. Services in Portuguese every Sunday at 11 o'clock, a.m. and 7:30 o'clock, p.m.; and every Wednesday at 7:30 o'clock p.m. Sunday School at 11 a.m. English services on the first (7 a.m.) and last (7 p.m.) Sunday of each month.

F. E. SOPER, Pastor.

IGREJA EVANGELICA LUMINOSA.—No. 15, Rue de S. Joaquim. Services in Portuguese at 11 o'clock, a.m. and 6 o'clock, p.m., every Sunday; and at 7 o'clock, p.m., every Wednesday.

RO. SRAMENS' MISSION AND READING ROOM.—Open every Saturday and Wednesday. Divine Service on Sundays and Wednesdays at 7 p.m. Sables free and easy on Tuesday evenings at 7 p.m. Gifts of papers, books, left off clothing, etc., may be sent to the above address, or the Missionary will gladly call for them.

THOMAS HOOPER, Missionary.

BRITISH AND FOREIGN BIBLE SOCIETY.—Deposit No. 71, Rua Sete de Setembro, Rio de Janeiro.

BRITISH BENEVOLENT SOCIETY.—Subscriptions are greatly solicited. Communications should be addressed to the Hon. Secretary—D. ROBERTS, Caixa do Correio, 75.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express. Train leaves Rio at 5 a.m. It is divided at 11 a.m. into Central, and S. Paulo by two parallel routes. At Barra do Piraí 5:30, Barreiros 6:30 and Lafayete (terminus) at 6:30 p.m. later arrives at Barra at 7:30 a.m. and Cachoeira, where passengers for São Paulo must change, at 11:30. From Barreiros train leaves at 7:30 a.m. arriving at 11:30 a.m. at Cachoeira. *Dom Pedro II.*, train leaves Lafayete at 7:30 a.m. Cachoeira 11:30 a.m. train leaves Porto Alegre at 11:30 a.m. Eireiro 12:30 p.m. Arrive at Barra at 1:30 p.m. and Rio at 3 p.m.

Laudal Express. leaves Rio at 7 a.m. and arrives at Barra at 11:30 a.m. and Mariana Procopio (terminus) at 6:30 p.m. S. Paulo train leaves Barra at 11:30 a.m. and arrives at Cachoeira at 6:30 p.m. From Barreiros train leaves at 7:30 a.m. arriving at Barra at 11:30 a.m. Cachoeira 1:30 p.m. and arrives at Porto Alegre at 6:30 p.m. *Dom Pedro II.* train leaves Rio at 11:30 a.m. and Barra at 1:30 p.m. and arrives at Rio at 3 p.m.

Musical Train. leaves Rio at 8:35 and 9:30 a.m. 3:45 and 5 p.m. first goes to Barreiros at 11:30 a.m. and 3:55 p.m. second and third to Barreiros arriving at 11:30 a.m. and 3:55 p.m. and Barreiros to Belém arriving at 11:30 a.m. *Dom Pedro II.* train leaves Rio at 11:30 a.m. arriving at Barreiros at 1:30 p.m. and leaves Barra at 11:30 a.m. arriving at Rio at 11:30 a.m. and 1:30 p.m. and leaves Barra at 11:30 a.m. arriving at Rio at 1:30 p.m.

Night service. Train leaves Rio at 10 p.m. every Friday, arriving at Barreiros at 11:30 a.m. and 1:30 p.m. *Dom Pedro II.* train leaves Porto Alegre at 10:30 p.m. every Monday, arriving at Barra at 11:30 a.m. and Rio at 1:30 a.m.

S. PAULO AND RIO.—Train leaves Cachoeira at 12 m. arriving at São Paulo at 6:30 p.m. and arrives at Cachoeira at 12:45 a.m. and arrives at Rio at 1:45 a.m.

CANTAGALO R.R.—Leaves Niterói (Sant'Anna) 6:30 a.m. arriving at Nova Friburgo at 10:30 a.m. *Dom Pedro II.* (train leaves Barra at 11:30 a.m. and 1:30 p.m. and arrives at Barreiros at 11:30 a.m. and 1:30 p.m. and arrives at Rio at 1:30 a.m. and 3 p.m. and arrives at São Paulo at 6:30 a.m. and arrives at Cachoeira at 12:45 a.m. and arrives at Rio at 1:45 a.m.)

CORCOVADO R.R.—Leaves the Station at Caxias Velha, Laranjeiras, at 6, 8, 10, and 12 a.m. and 2, 4 and 6 p.m. on Sundays and holidays; and at 8 and 12 a.m. and 4, 6 and 8 p.m. on week-days.

PETROPOLIS STEAMERS and *R.R.*—Steamers leave Trajano Anch at 4:15 p.m. week days and 7 a.m. on Sundays and holidays. Train running, trains leave Penha at 7:15 a.m. week days, and 4 p.m. Sundays and holidays. Mixed train: upward 12 m.; downward (from Petrópolis) 12:15 p.m. week days only.

LIBRARIES, MUSEUMS, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rue do Hospital, No. 1, 1st floor.

BIBLIOTHECA NACIONAL.—Rue do Paço No. 48.

BIBLIOTHECA FLUMINENSE.—No. 62, Rue do Ouvidor.

MUSEU NACIONAL.—Praça da Aclamação, cor. Rue da Constituição.

GABINETE PORTUGUEZ DE LEITURA.—No. 12 Rue dos Beneficiários.

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician Residence: Rue do Haddock Lobo, No. 70. Office Rio da Rosa, No. 131, from 1 to 3 p.m.

Dr. W. J. Fairhurst, M.D., Edin. Surgeon and Physician Residence: Rue de S. Pedro, No. 91; 11 a.m. to 1 p.m. and 4 to 6:30 p.m. Residence: N. 1, Rio da S. Clemente, Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

Hotels.

FREITAS' HOTEL

186 RUA DO CATETE

J. F. FREITAS, Proprietor.

Recently enlarged and refined.

HOTEL BRAGANÇA

PETROPOLIS.

ANTONIO PEREIRA CAMPOS, Proprietor.

The oldest and best known hotel in Petrópolis. Centrally situated and specially adapted for tourist visitors.

GRANDE HOTEL ORLEANS

PETROPOLIS.

ANTONIO PEREIRA CAMPOS, Proprietor.

A new and elegantly furnished hotel, charmingly situated, and provided with every convenience. The largest establishment in the kind in Petrópolis. Specially adapted for summer visitors.

HOTEL DO GRÃO-PARA.

PETROPOLIS.

No. 90, RUA DO IMPERADOR.

(In front of the Imperial Palace)

GEORGE BERESFORD, Proprietor.

HOTEL LEUENROTH.

NOVA FRIBURGO,

(Province of Rio de Janeiro)

CARL ENGERT, Proprietor.

This first class Hotel established 10 years ago, opposite the railway station, with fine gardens and excellent cold halls, the healthy and favorite summer residence of the nobility and gentry of the Capital of Empires, magnificently appointed and fitted up throughout, 350 feet distance from the city, and just a stone's throw from the River of Janeiro. All principal languages spoken. Information furnished by Messrs. Alves Negreiros and Dalcíz, Rue d'Ouidor 46, Rio de Janeiro.

VILLA RICHMOND

RUA BRAGANÇA, No. 6.

PETROPOLIS.

CARL ENGERT, Proprietor.

This first class establishment is fitted up with every regard to comfort, and equals the best hotels of other countries, as in accommodation and table. Especially designed of attracting the custom of families and respectable persons, the service, table, wines, etc., are all of the very best description. 740 rooms are comfortably fitted up. For further information apply at No. 74, Rue 1^o de Março, 1st floor.

PALMEIRAS.

(DOM PEDRO II RAILWAY)

On the 25th inst. will be opened a new

HOTEL SANITARIUM

with good accommodations for families, baths, etc. Four trains up and down daily, and return tickets for eight days. Apply for information to

Mrs. WILLIAMS, Proprietress,

Palmeiras,

or to Messrs. CRASHLEY & CO.

56-9, Rue da Ovidor.

WILSON, SONS & CO.,

(LIMITED)

2, Praça das Marinhas,

RIO DE JANEIRO.

AGENTS OF THE

Pacific Steam Navigation Company,

United States & Brazil Mail S.S. Co.,

&c. &c.

and the

Commercial Union (Fire & Marine)

Assurance Co., Limited.

AMERICAN

Bank Note Company,

78 to 86 TRINITY PLACE,

NEW YORK.

Business Founded 1795.

Reorganized 1879.

Engravers and Printers of

BONDS, POSTAGE & REVENUE STAMPS,

LEGAL TENDER AND NATIONAL BANK

NOTES OF THE UNITED STATES; and for

Foreign Governments.

• ENGRAVING AND PRINTING,

BANK NOTES, CERTIFICATES, BONDS

FOR GOVERNMENT AND CORPORATIONS,

DRAFTS, CHECKS, BILLS OF EXCHANGE,

STAMPS, &c., in the finest and most ornate style

FRONT STEEL PLATES,

WITH SPECIAL FEATURES TO EACH COMPANY.

Special papers manufactured exclusively for

the use of the Company.

SAFETY COLORS, SAFETY PAPERS.

Work Executed in Flue-glass Buildings,

LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TIMETABLES AND CALENDARS,

BLANK BOOKS OF EVERY DESCRIPTION

ALBERT C. GOODALL, President.

VICE-PRESIDENTS:

J. MACDONOUGH, A. O. SHEPARD,

W. M. SMILLIE, TOERO ROBERTSON.

THEO. H. FREELAND, Secy'd and Treas.

BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM PARKY, WILLIAMS & CO.,

Proprietors,

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and temples. Likewise to different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc. All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

Norton, Megaw & Co.

No. 82, Rue 10 de Março.

Rio de Janeiro

NOBEL'S EXPLOSIVES CO., LIMITED.

Blasting Gelatine and Dynamite

In cases of 50 lbs. ea., net weight

Also patent Detonator caps and Blackford's patent

use. For further information and price, apply to the

Agents for Brazil:

Watson, Ritchie & Co.

No. 25, Rue Thesophile Ottom

Rio de Janeiro

ESTABLISHED 1847.

A. WHITNEY & SONS,

PHILADELPHIA, PENN., U. S. A.

Chilled CAST WHEELS for RAILWAYS,

TRAMWAYS and MINE ROADS.

Wheels in ROUNDED, BORED, or PUNCHED on AXLES.

THE HARLAN & HOLLINGS-WORTH CO.

Wilmington, Delaware, U. S. A.

Manufacturers of all kinds of Railway Passenger and Cargo Cars, for land and river-going roads.

Orders promptly and carefully executed.

Norton, Megaw & Co., Agents.

No. 82, Rue 10 de Março.

STEAM LAUNCHES & TUGS

No. 10000 de Reais Marítimos à vapor. For the

transport of passengers & baggage on board steamers. Also tonnage of Vessels.

For information at the office of the Company, No. 6, Praça

de Setembro, (antigo Largo da Prainha), Telephone 435, with Sir. Valente on the Caes Novo do Largo do Paço,

or with

Swanwick & Gordon,

39, Rue General Canaris. Telephone No. 477.

JOHN H. BELLAMY & CO.

IMPORTERS AND COMMISSION MERCHANTS.

88, Rue 1^o de Março,

RIO DE JANEIRO

RUBBER HAND STAMPS

and

Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

No. 61, Rue do Ovidor.

Rio de Janeiro

G. F. BASSET & CO.

No. 5, Rua Fresca.

Salt Chambers and Commission Merchants.

Use Scott's and Watkins' codes.

Code address: "Basset"

p. o. Box 392.

THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 25th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs; a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freight and charter rates, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

Cash invariably in advance)

Subscription: 20\$00 per annum for Brazil,
\$10.00 or £2 for abroad.

SINGLE COPIES, 600 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ouvidor.

All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES:—
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

GEORGE H. PHELPS, Esq.
154 Nassau Street, New York.

MESSRS. STREET & CO.
30 Cornhill, LONDON E. C.

MESSRS. BATES, HENRY & CO.
37 Wallbrook, LONDON, E. C.

MESSRS. JOHN MILLER & CO.,
São Paulo and Santos.

RIO DE JANEIRO, MARCH 24th, 1887.

In accordance with the *regulamento* of the Sarávia-Cotegipe law of 28th September, 1885, the year specified for the new registry of slaves expires on the 31st instant. If all the reports be true, very little attention has been paid to the matter and only a small percentage of the slaves have been registered. If the law were to be strictly enforced all unregistered slaves would be declared free just as soon as the registry is closed, but there is very little likelihood that this will be done. Under the Rio Branco law of 1871 a year was given for the registry of all slaves, and when it was found that the slaveholders had not attended to the matter another year was given them to do what ought to have been done in three months. Even then, a large number of slaves remained unregistered, which under the provisions of the law were legally free. But they were kept in slavery in spite of all this, and a subservient government now sanctions the wrong and gives the masters another chance to register them as their legal property. The whole history of the emancipation movement in Brazil is full of evasions of the law, and of legislative and administrative remedies to protect the slaveholders from the consequences of their own illegal acts. And we shall not be the least surprised to see them now ask for an extension of the time for registration and to see the Cotegipe cabinet make all haste to grant it. A pro-slavery cabinet is not going to be hard on the men who are doing everything they can to prolong the institution of slavery in Brazil, nor are slaveholders going to yield a farthing of the indemnification which they have determined to wring out of the country. Slavery is not an institution which instills generous impulses into the hearts of those whose purposes it serves; on the contrary, it renders the dominant race hard, selfish and despotic. It does not teach justice, nor humanity; it hardens and brutalizes the men who feed upon it, and blinds them to the consequences of their own self-seeking. With men so educated at the head of public affairs, it can hardly be expected that a strict enforcement of even so pusillanimous a law as that of 1885 will be seriously considered. This law was adopted by a pro-slavery cabinet and legislature, and was vigorously opposed by the abolitionists; if the slaveholders do not now attend to its requirements they can have no justification to plead. Under no circumstance should an extension of time be granted.

We have been favored with a circular from the recently-organized "Centro da Industria e Commercio de Assucar," in which the objects and views of the association are clearly set forth. These appear to be: 1, to promote the extinction of, or a reduction in the national and provincial export duties; 2, to solicit a reduction in railway freight charges; 3, to create premiums for production and exportation; 4, to hasten the celebration of commercial treaties with other nations who impose heavy duties on Brazilian sugar; 5, to promote, especially, a reciprocity treaty with the United States where the consumption of Brazilian sugar can be greatly increased; 6, to promote sugar exhibitions in Rio and in foreign markets; 7, to petition the government to instruct Brazilian consuls abroad to report foreign opinions on Brazilian sugar; 8, to obtain favors for central usines mounted without imperial guarantees; 9, to solicit the government to establish a chemical laboratory in the interests of the industry; 10, to create technical schools for the education of skilled workmen in the manufacture of sugar; 11, to urge the granting of a diminution in imposts to establishments employing free labor only; 12, to obtain and compile statistics regarding sugar production in Brazil; and, 13, to create a sugar museum where the products of all countries shall be exhibited, with all necessary information regarding them. As a whole the programme of the Centro is excellent, and if carried out in good faith must result in lasting benefit to the country. We do not like, however, the tone of abject dependence on official favors which the circular betrays. There are favors to which the industry is justly entitled, such as the reduction or abolition of export duties, and the enjoyment of favors similar to those of the guaranteed central usines; but in the matter of laboratories, expositions, treaties, etc., we are inclined to think that the Centro is undertaking too much. Before the government is in a good position to negotiate commercial treaties, the industries of the country must be better developed and the system of taxation now employed must be changed. The Treasury must have revenue, and before import and export duties can be reduced, other sources of revenue must be found, such as a tax on land. Reciprocity means granting favors as well as receiving them, but the granting of such favors is a matter of no slight difficulty for Brazil just at the present moment. Especially is this the case in a treaty with the United States. Before Brazil can even ask for a reduction in the duties on sugar, by that country, the import duties here on American goods ought to be very largely decreased. At present all the important productions of Brazil, except sugar and tobacco (the latter is not shipped there, however), are admitted into the United States *free of duty*. Before anything more is asked, there should be some reciprocity shown on this side.

It appears evident that great pressure will be brought to bear on the legislature during the next session for the abolishing of the export duties on sugar. This question has already been referred to in our columns. When the minister of finance was speaking on his budget during the last session of the Chambers, he declared himself opposed to all export duties, but confessed that these were indispensable to the Treasury. Referring to his remarks, we at the time pointed out that as the empire had become responsible for a considerable annual sum for the payment of guaranteed interest to central factories, the continuance of export duties would destroy the sugar industry. It was clearly to its interest to relieve this branch of

agriculture of this load of export duties, and any deficit in the revenue be met by a reduction in some of the expenses, which might be dispensed with, e. g. the extensions of the Pernambuco and Bahia government railways. The advocates of the abolition of sugar duties in the last session were not of sufficient importance to have any great weight on the cabinet, but there has recently been organized here an association which will prosecute the interests of the sugar planters and perhaps of themselves. We may repeat that we endorse any attempt at reducing or of abolishing export duties. But we fear that the realization of the relief of sugar planters will at once be seized by their brethren who produce coffee as an excuse for a similar relief, as equitable, when the minister of finance will be reduced to serious straits. Another apprehension is that even if the export duties on sugar only be abolished, the deficit thus arising will not be met by any reduction in government expenditures, but by the long-suffering and apparently inexhaustible import duties. We do not mean to prophesy that Sr. Belisario will follow in the footsteps of his predecessors; but that these have considered they were relieving the planter by taxing the consumer is too evident for refutation. The total amount of the export duty collected on sugar may not amount to a very great sum, but the abolishing of duty by the general will naturally lead to the same action by the provincial governments, and the question is not so very simple as it appears at first sight; unless an extra 10 or 15 per cent. can be placed on imports, to further stimulate national industries.

OUR attention was some time ago called to an official statement in the *Diário Oficial* in reply to a criticism of the *Economiste Francaise* in regard to the quarantines against Uruguay, in which the *Diário* states that Brazil did not close her ports until after cholera broke out in Montevideo and with no purpose to favor the Rio Grande jerked beef industry. In proof of this statement the *Diário* cites the case of the British bark *Alvington* in the following terms:

A proof that in this respect no other interests than public health were taken into consideration, is the fact that, very recently, the bark *Alvington* was permitted free entry, which, with a cargo of jerked beef, sailed from that port before cholera broke out.

It is now rather late in the day to return to the case of the *Alvington*, but as an accident prevented our taking the matter up earlier and as it is desirable to put this affair clearly on record, we shall give the bare facts now so that there may be no further chance for misrepresentations like the above. The protest of the master of the *Alvington* shows that he first sailed from Montevideo for Bahia, via Ilha Grande, on December 1st; that he arrived at Ilha Grande on the 18th, where, on the following day, he was ordered to sea; that he remained there until the 22nd trying to communicate with his consignees at Rio but was not even permitted to telegraph; that he returned to Montevideo, arriving off the roads on January 4th, where he remained until the 7th, but held no communication with the shore; that on January 29th he again arrived at Ilha Grande where his ship was duly disinfected and his bill of health endorsed by the quarantine authorities; that he then received permission to enter the port of Rio de Janeiro where he arrived on February 8th and was duly entered at the custom house on the 10th. On the following day, however, he was ordered to sea by the minister of empire, but as he had been at sea some 70 days and as there was no just reason why he should start out again, he refused to go on board and comply with the minister's orders. Matters remained in this state until February 17th, when the minister backed down, in face of a heavy claim for damages, and the *Alvington* was allowed free entry. The cargo was found to be in excellent condition, and as the vessel left fully a week before the first reported case of cholera no harm ensued. Throughout the whole affair the action of the government was puerile and indefensible. If there was sufficient reason for ordering the vessel away from Ilha Grande the first time, then her admission the second time was irregular; and if the health and customs officers found no reason to refuse her free entry at this port in February, then the subsequent order of the minister was without justification.

RUMORS are current that the scheme for the organization of a Coffee Exchange here is approaching realization. We have long advocated such an idea, and if it be reduced to a practical solution, we will certainly be among the first to welcome it. At the same time, it is evident that the organizers of the Exchange have no easy task before them. The first obstacle will be the obsolete commercial laws of Brazil. We may be mistaken, but we believe that it is contrary to law in this empire for any one to sell what he does not possess at the time the sale is made. In default of delivery the buyer may prosecute the seller for fraud, we believe, and if the defaulter be convicted he will suffer the punishment of his crime; but if buyers on an Exchange are to be exposed to lawsuits for the recovery of balances, transactions are likely to be limited. And if the clearing house of the Exchange is to be employed in the settlement of balances due, the association is likely to be brought into the courts. The next obstacle is the limitation to sworn brokers, who must be Brazilians, of the faculty of signing contracts. If the Coffee Exchange is to be limited to the attendance of brokers, it will soon become as absurd as our *Bolsa*, which serves merely as a means of legalizing sales of stocks that are very frequently made on the street and the form of the auction is a form, and no more. If the Coffee Exchange hopes for any success, it seems to us that any or every one should be permitted to become members, and not a few favored individuals who may enjoy all the profits and better combine to defeat free commercial action by all the parties interested. Let the organizers fix the entry fee at a considerable sum—say 5,000\$, or even 10,000\$—to prevent any but responsible parties joining the organization, and let the fees form its capital. Brokers who are by law obliged already to make deposits in the Treasury, might be received on reduced terms, but forbidden to assume any responsibility, or in other words "to give up their principals." These two ideas seem fundamental. The first would keep off irresponsible parties, for their entry fee being liable for defaults, when that were exhausted their membership would be forfeited; and the second would make brokers careful as to whose orders they undertook to execute. Deposits by buyers and sellers at the clearing house of the Exchange is so indispensable that we do not refer to it, as a mere matter of detail. The principal obstacles, as we state, are the obsolete commercial laws of the empire, the necessity of fixing the membership fee at a considerable sum, and the restriction to sworn brokers of the right to sign contracts. Let us have a Coffee Exchange by all means; but let it be liberally organized and openly conducted in the interests of everyone connected with the trade!

A TRIP TO PETROPOLIS.

Through the courtesy of an American traveller who has recently been "making notes" in our midst, we have been favored with a copy of the following letter, describing trip to Petropolis. First impressions are always freshest and most pungent, for which reason our readers will find much of interest in what this new-comer has to say of us. We need not add that the letter was written for private perusal, and is therefore a little more outspoken than a letter to a newspaper would be.—Eds. News.

Rio, 18th March, 1887.

My dear Tom:

I have already written you of my arrival here and of my first impressions of this strange combination of natural beauty and artificial ugliness, called the Loyal and Heroic City of St. Sebastian of Rio de Janeiro. All things considered I have since found little to change my first impressions, though here and there a bit of garden like the Passeio Publico, or the Jardim d'Academão, makes one feel like recording exceptions to the extraordinary ugliness of the streets, buildings and other creations of men which together make what we call a city.

I believe I wrote you of an intention to visit Petropolis, the summer capital, where the Emperor and his household, the aristocracy, and a great many others, go to escape the heat and fever risks of the city. Well, it has been done! There have been no great risks of "yellow jack" thus far this year, but I must confess a very decided hankering after the coolness said to be lurking about the elevated valleys of Petropolis. There are other places near here even cooler, I am told, but they lack the flavor of imperial contiguity, and the whipped cream of aristocratic surroundings. Therespolis is higher, its climate dryer and cooler, and its scenery far grander and more beautiful; but its streams talk no social scandal, its mountains wear no *tournures* and flounces, its forests hold no intriguing secrets of state, and its cooling breezes wait no impatient sights to expectant ears. Hence we all go to Petropolis!

For the convenience of business men, the boat leaves this city about 4 p.m., and it leaves one of the worst and most inconvenient places that could be found—a wharf in the Saude district called the "Prainha." There appears to be just one street leading to the place, and as this street is used by a double-track street railway, by innumerable coffee trucks, and by all the traffic between the Saude warehouses and the city, it is a matter of delay and difficulty to get through. Besides that, the pavement is in a wretched condition and the street is abominably dirty. Why the Principe do Gram-Pará company, which runs both steamers and railway, should make this its starting point, I can not imagine, for there are scores of better and more convenient places to be found. When it is considered that the Petropolis traffic is composed largely of rich and well-dressed people, it is a riddle why they submit to such an imposition. And then when one gets to the wharf, he finds a little, dark, vile-smelling office and waiting-room, from which he passes out upon a partly covered pier littered with boxes and packages of goods, heaps of unclassifiable odds and ends, baskets of vegetables and market supplies, and the omnipresent collection of loafers. It is a matter of interest, of course, to see a pair of French-heeled shoes climbing over and around these obstacles, but the danger spoils the show for everybody but the trained loafer.

Well, I arrived at the Prainha without mishap, paid the very high charge of 75\$00 for my ticket, threaded my way through the unmapped obstacles of the pier, and boarded the *Itamaraty*—the company's crack, new steamer. The boat has a partially open main deck, with a dining-room aft and a triangular 1st-class sitting-room forward, above which is a fine hurricane deck. There is a smell of food all over the boat, except in the coal-bunkers, and smoking is carried on vigorously everywhere. I believe there is only one place in Brazil where smoking is not permitted—and that is on the inaccessible summit of the "Dedô de Deus" in the Orgau mountains. As the time draws near, the Prainha

pier becomes a veritable little pandemonium. A great part of this daily travel is made up of business men who reside in Petropolis with their families, and with them time is an object—so they all come in at the last moment. Among them are staid merchants who try to pass the half-drawn-in gang plank without an appearance of hurry, while a large number of them are of that extraordinarily prolific class called "brokers," who appear to like nothing better than to jump for it. And as we move off, the horse play begins. Labels are attached to each other's coat tails, pockets are picked, and practical jokes of the broadest character are indulged in. Perhaps it is a natural and healthful reaction after a day's mortal struggle with exchange, or with a stiff-necked coffee market, but it is sometimes a little tiresome to a quiet traveller, and just a little repugnant to a refined lady.

As we pass up the bay, the scenery becomes indescribably charming. There are scores of islands always in sight—some large and covered with vegetation, others mere bare rocks rising a few feet above the water. We skirted the eastern shore of Governor's Island (*Ilha do Gobernador*)—the largest in the bay—which is full of pretty little bays, backed by wooded hillsides. There are several plantations and a considerable population on the island. After an hour's steaming, the 12-mile voyage terminates at Maná, where begins the first and worst railway ever constructed in Brazil. Why these busy men should be content to spend one mortal hour on this part of the trip, which one of our Hudson River or Sound steamers would accomplish in half the time, I can not understand. At Maná a skeleton pier runs out some distance in the shallow water, and the railway track is laid nearly to the end. As the steamer touches, a rush ensues which defies description. The capitalist, merchant and broker rush for the waiting train as though it were a question of life or death—and for the one object (will you believe it?) of getting the best seats! No, they are not lunatics, nor would they be called nearly so bad a lot as Dickens pictured us in *Nicholas Nickleby*—but, you see, the train has a cool side and a hot side, and these "old birds" know it! So the vigorous ones—with Cousin John Bull in the lead—make a run for the cool places, while the invalids, women, children, old people, and the dignified ones, bring up the rear and take the hot places. It is fun, I tell you—providing your chances for an excessively hot seat are not too great—to see Cousin John and Brazilian José struggling for the best places. John is the biggest and strongest, and he loves his own creature comforts so well that he never permits any false notions of dignity to stand in the way. José is generally small and weak, and is both afraid of soiling his clothes and of doing an undignified thing. His tall hat, frock coat and superlatively tight shoes make running difficult and unsightly, so he yields the race with many a grumble and resigns himself to one of the most dreaded things in his experience—sitting in the sunshine. He of course anathematizes John as rude and selfish for doing just what he is yearning to do, and for keeping an advantage which no one would cling to with greater tenacity than himself. José loves a corner seat and a cool place just as dearly as John does, and when once comfortably fixed he beats John all out in his capacity for sticking there.

I think I remarked that this railway is the first and worst ever constructed in Brazil. A part of this description might be made very much more general. Taking its cars into consideration it is probably one of the worst roads in existence, certainly the very worst in the immediate neighborhood of a great capital. The company possesses two or three comparatively new "American" cars, opening at the side, with seats running clear across, having cane bottoms and backs. These are fairly comfortable. All the other cars are old and short and were invented, I believe, in England nearly a century ago. They open at the end, have a central passage way, and the seats are so narrow that two medium-sized people can not sit in them without being wedged together like sardines. They are perched up on light wheels and appear to have no springs, and the result is a jolting and joggling that renders talking, reading, looking and even thinking impossible. I tried to think "d—", and had the "n" jerked out of sight before I could finish the

conventional "dash." Fortunately the first, or level, section is short—a little over eleven miles—and the run is made in about half an hour. Were it an hour there would not be a sound back and brain left in the aristocracy of the country at the end of a season, and the places which now know the playful broker would soon know him no more. I don't believe that an exchange broker even could stand two hours a day for four months of such jolting, accustomed as he is to the "toss in the blanket" life of the Rio exchange market.

The scenery along this section is anything but interesting. The land is low and swampy and appears to be covered with a dense undergrowth. I saw some stretches of a pretty white flower growing along the line, but there were almost no signs of cultivation and no real forest. I expect that the trees of any size have all been cut away. Occasionally a graceful palm lifts its head above the scrubby vegetation as though seeking to get out of such low company, while here and there clumps of ragged banana trees are to be seen, indicating the near proximity of some of those poor souls who trust everything to Providence and live on bananas.

Suddenly, with a warning screech from the locomotive, we jogge up out of the hot reeking swamp into a bit of almost forgotten cultivation at the foot of the mountain range, in the midst of which lies the once living town of Raiz da Serra, formerly a settlement of the Jesuits. I am told, and then the terminus of the Maná railway. In those days there was some life and activity in the place, and it was reputed to be very healthy. Now the houses look shabby and the streets deserted. More accurately, perhaps, I ought to say "it's one street," for I could see but one from the station, and even that was lost in obscurity a part of the time. More than this, I am told that the place has become very unhealthy, due perhaps to the filling up of the drains constructed by the Jesuits, and there is much malarial fever always lurking about. Besides this, *beri-beri* has recently made its appearance in the place.

At this place the train is broken up for the ascent, which is made on the Riggenbach system. The locomotive is provided with a central cog-wheel which runs upon a heavy central rail, also provided with cogs. We don't go up very fast and the ascent is steep enough to give one an uncomfortable sensation of being about to tip over backwards, but if you hang on well and don't trouble yourself about the best way of striking bottom easily should anything break loose, you'll get up to the top very comfortably. And I tell you, my dear hoy, the increasing purity and coolness of the air as you go up helps you out wonderfully. It is like a strong stimulant; only there is no reaction when you stop going up. This cog-rail section of the road is 3 3/4 miles long—which is just three-fourths of a mile too much at one particular place where a giddy viaduct spans a little stream and some very ugly-looking rocks not quite fair enough, down below to be out of sight. I like viaducts when they are on a level and are well fenced in, but when they are built with a longitudinal and transverse slant, and all this shaded off in a twist toward the bottomless side, and then there is no fence to catch on when you happen to tip over, I must confess that I blamed the company severely for adding that extra three-quarters of a mile to its line. The scenery, however, is indescribably beautiful—that is, when you look at it horizontally, not perpendicularly. The road winds and twists about in a most extraordinary fashion, and at one place it nearly all lies below you in plain view, winding and twisting on itself as though nothing could induce it to try the ascent. For much of the way the old macadamized road runs along in sight of the railway, in itself as fine a piece of engineering as the one over which we were riding. I am told that the diligence ride up the *serra* in former times was very pleasant and exhilarating, though it took more time. The mountain sides are all wooded, and just at this season are very pretty with the purple *quaresma* blossoms. Occasionally a tree is seen covered with yellow blossoms, but just now the prevailing color is purple. The view, at one place near the summit, out over the low country and bay, with the city and its encircling mountains in the distance, is one of the prettiest sights I ever saw and is worth travelling a long distance to see.

It was growing dusk and had become decidedly cool when the train arrived at the summit. The broken train was then united, and a Baldwin locomotive took us over the remaining 1 3/4 miles to the station.

(To be concluded in our next.)

PROVINCIAL NOTES

—Cholera has quite disappeared from the province of Matto Grosso.

—The sugar and cotton crops in Pernambuco this year are exceptionally large.

—A soap factory is one of the new industrial enterprises of Rio Claro, São Paulo.

—The president of São Paulo has vetoed the law abolishing local lotteries and imposing heavy taxes on dealers in those of other provinces.

—The February receipts of the Porto Alegre custom house amounted to 292,589\$468, and those of Uruguayan to 3,525\$268.

—The February receipts of the Pernambuco custom house amounted to 709,246\$886, against 657,127\$458 in the same month of last year.

—The February receipts of the Rio Grande do Norte custom house yielded 2,251\$174 for the province and 14,626\$994 for the general government.

—A Campinas, São Paulo, paper says that the cashier of an important banking house of the capital [S. Paulo] had disappeared, leaving a defalcation of 20,000\$.

—The present crop of sugar and cotton in the province of Rio Grande do Norte is reported to be one of the best. The prospect of low prices, however, is causing much anxiety.

—A man was recently confined in the Campos, Rio de Janeiro, jail who murdered another because of a question of 50\$ rs., or say about one shilling sterling. Life seems cheap at Campos.

—The British bgn. *Bittern*, 85 days out from Newport with coal for Salto, Uruguay, arrived at Santa Catharina on the 5th inst. in distress, having suffered serious damages in a recent storm.

—A severe epidemic of bilious fever is raging at Sapuciaí, not far from this city. If the people would only pay a little more intelligent attention to sanitary matters, these epidemics of fever would not be so frequent.

—The Pernambuco correspondent of the *Jornal*, under date of the 6th inst., reports a rumor that the government had been taking exchange in that city and in Bahia. It was said that the Bahia banks had sold £392,000 in exchange.

—The province of Rio Grande do Norte has an estimated population of 360,000, and possesses only 152 primary schools, or one for 2,368 persons. This gives one school for every 79 children between the ages of 5 and 17 inclusive.

—The Province of São Paulo is informed that 31 bags of coffee were dispatched at the station of Santa Maria, on the S. Carlos do Pinhal line, on the 26th November last, for the port of Santos, but up to the present time have not arrived at their destination.

—On the 1st inst. the British bgn. *Geraldine* cleared at Victoria for New York with 5,000 bags of coffee, and on the 2nd the Nor. bgn. *Urda* cleared for Lisbon fo. with 3,477 bags. The direct exports from Espírito Santo are becoming important.

—According to a writer in the *Monitor Campista* the "national guard" of Campos is awakening in new life, orders having been received for the officers to procure uniforms. So far as known there are 3,911 1/2 officers between the grades of "coronel" and "sabó," while the number of privates is put down as six.

—The receipts of cattle at the Rio Grande slaughter houses in February amounted to 70,000 heads, making about 145,000 head since the beginning of the season, against 124,000 last year and 112,000 in 1875. This is the largest number killed since 1878 and 1879 when the totals were 175,000 and 158,000 head respectively.

—In 1876-77 the receipts of the province of Maranhão were 773,167\$ and expenses 767,708\$, leaving a balance of 5,399\$, the funded debt was 786,908\$ and the floating debt 52,435\$. In 1886-87 receipts are estimated at 715,096\$ and expenses 767,143\$, leaving a deficit of 51,237\$, the funded debt had increased to 1,023,800\$ and the floating debt was 77,268\$.

—The finances of the province of Pernambuco are very far from being satisfactory. According to the last *relatório* of the president, the deficit of 1884-85 was 1,044,138\$391, that of 1885-86 was 997,981\$117, and the estimated deficit of the current fiscal year is 655,275\$431. There is an encouraging decrease, of course, but think what the provincial debt will be before the deficit is finally overcome!

—A telegram from Itinguny, Rio de Janeiro, dated 21st inst., states that small-pox is raging there.

—The minister of war is to furnish 10,000 ball cartridges to the police corps of the province of Rio de Janeiro. What's up?

—The municipal chamber of S. Paulo has decided to apply to the provincial assembly for permission to raise a loan of 500,000\$.

—The province of Minas Geraes has contracted with two engineers for a geographical map, for which 8,000\$ will be paid, the province receiving 1,000 copies.

—The town of Morretes, province of Paraná, has a total of 257 houses, of which 155 are occupied and 102 unoccupied. Is the town losing its population?

—The vicar of Jacupiranga, S. Paulo, excommunicated recently a couple who went and were married in another parish. Not even a *padre* likes to lose his fees.

—The first installment, 10 per cent., on the capital stock of the Pelotas company, which proposes to light that town by electricity, has been paid up. The capital of the company is 82,000\$.

—The Campinas papers state that the talented *maestro* Elias Lobo is completing a quartette mass with a grand orchestral accompaniment. Sr. Lobo has already completed 11 similar compositions.

—A telegram from Campinas, S. Paulo, dated the 18th inst. states that the mail carriers from Matto Grosso had been attacked by cholera at Jaguara on the Rio Grande in that province. This has since been denied.

—The minister of agriculture has ordered vine cuttings from Portugal, and has delivered to the immigration society the olive cuttings received from the same kingdom. The former are to go to S. Paulo, the latter to Paraná.

—A bill to localize slaves in the municipalities where they are now owned, designed to restrict the buying and selling of slaves, has recently been voted down by a large majority in the São Paulo provincial assembly.

—The *Diário de Notícias* of the 20th says that at the S. João d'El-Rey mines a forge required to be moved when a gold deposit was discovered that gave 22 *oitavas* per ton. The question seems to be whether the rock will continue to "pan out" so well.

—The São Paulo penitentiary is so full that the president of the province has recently had to instruct the *júizes de direito* throughout the province not to send any more sentenced prisoners there without first communicating with the chief of police.

—The *Rio Clarense*, of Rio Claro, São Paulo, recently stated that two immigrants from Madeira had been waiting a whole week in that place for their baggage which had not been sent on by the *hospitalice* officials at São Paulo. It may appear to be a trifle, but poor people can not afford to spend a week in this way.

—The United States government has appointed Mr. Charles R. McCall, formerly vice-consul at Rio de Janeiro, to the vacant consulship at Santos. The duties of that office have been for some time very satisfactorily filled by Mr. Henry Broad, vice-consul, who has been for many years engaged in mercantile pursuits in Brazil.

—The *pauta* and tax on exports from the province of Minas Geraes during the quarter April 1st to June 30th, will be as follows :

	pauta.	tax.
Coffee, per kilo.....	592 rs.	23.7 rs.
Tobacco, in rolls, per kilo.....	511 "	15.4 "
ditto fine cut.....	1,050 "	31.5 "
Sugar.....	180 "	5.4 "

—The Santos harbor improvements seem to have got stuck in the mud again. It seems absolutely impossible to get an agreement on any scheme, and perhaps the Santos merchants are just as well satisfied that it is so. When the river gets filled up with mud, and São Paulo coffee begins to come overland to Rio, then perhaps Santos will wake up to necessity of doing something.

—It is said that a number of people in Campinas, São Paulo, with some prominent merchants at their head, are discussing a project for the organization of a secret police force to put down the burglars and thieves which infest that city. This is, of course, the first step toward the organization of "vigilance committees," for which we fear there is very urgent necessity. Something of that kind will have to be done in Rio de Janeiro.

—Candido, Rio Grande do Sul, is a place where "lynch law" is probably looked upon as a barbarous practice which civilized men can not consider for a moment. And yet, on January 24th a resident of that place, named Lucas de Oliveira, assisted by four *capangas*, attacked an old Spaniard, 70 years of age, and gave him a savage beating and then "staked" him out. At the same time they gave their victim's wife and grandchild a vigorous beating also. The same brute, Lucas de Oliveira, gave a slave woman in his employ a brutal whipping, which was continued through two days. On the 27th or 28th January the poor woman disappeared, and her remains were found some days after on the margin of a little stream. There is no announcement of the murderer's arrest, nor does there appear to be much indignation over his savage conduct.

—The mails from the northern provinces published in the *Jornal* of the 18th notice no less than 14 murders in the province of Pernambuco, one of which was the burning to death of a woman. We had not the patience to count the clubbings and wounding more or less severe, but note that in very few cases were the criminals captured.

—The total receipts of the São Paulo (provincial) postoffice for the half year ending 31st December last were 217,025\$733, and the expenses 160,191-\$108, leaving a surplus of 56,834\$625. For the fiscal year 1885-86 the surplus was 72,715\$66, and for 1884-85, 49,553\$644. This is certainly a very promising exhibit for the province, as the use made of the postoffice affords a very fair indication of the progress which a community is making.

—There was a fight between some Brazilian and Uruguayan soldiers on the frontier at Livramento, Rio Grande do Sul, on the 3rd inst., resulting in two killed and some wounded. The fight was caused by two Brazilian soldiers crossing the frontier and kicking up a row in the Uruguayan town of Rivera. It seems to be a common thing for Brazilian soldiers to violate their own *cordão sanitário* and visit neighboring Uruguayan towns.

—The new cotton factory at S. Silvestre, near Vízola, Minas, on the Leopoldina railway, is said to be producing from 1,300 to 1,800 metres of cotton goods per day. The factory consumes 72,000 kilos. of raw cotton annually, and pays out 24,000\$ in wages. It has 58 Lancaster looms and 1,800 spindles in operation. The capital is 200,000\$, and the net profit is stated to be from 26,000\$ to 30,000\$ per annum. The factory was formally opened in October, 1884.

—The February receipts of cotton and sugar at Pernambuco, compared with the same month of last year, were as follows :

1887	1886	
Cotton, sacks.....	36,798	16,410
Sugar, bags.....	243,891	151,813

The prices for cotton did not exceed \$8200 per arroba, while in Bahia, where there are more factories, it ranged from \$6700 to \$8000. Sugar of the "American grade" ranged from \$100 to \$1300 per 15 kilos, delivered on board.

RAILROAD NOTES

—The February receipts of the Carangola railway amounted to 38,196\$640. Expenditures are not published.

—A 35 horse power motor has been placed in the D. Pedro II railway station for the purpose of supplying electric light.

—The São Paulo and Rio de Janeiro company began paying its 29th dividend on the 15th at the rate of 6000 per share.

—The total receipts of the Bragantina railway, São Paulo, for the half year ending 31st December last were 79,397\$789, and the expenditures 52,-397\$050, leaving a surplus of 26,970\$739.

—The January receipts of the Paulista railway and river lines amounted to 251,374\$520, and the expenditures to 110,085\$170, leaving a balance of 141,289\$330.

—The government has approved the traffic charges on the Norte line over the 6½ kilometres finished between S. Francisco Xavier and Sarapuí. We are inclined to think that the company will do well to hurry up with its Tijucá branch.

—The December receipts of the S. Carlos do Pinhal line amounted to 90,028\$160, and the expenditures to 28,141\$380, leaving a surplus of 61,886\$780. The fiscal's report is dated 8th March.

—A new 1st-class passenger car has recently been finished in the D. Pedro II shops in which the seats are arranged like those used on the São Paulo and Rio line. This innovation will be greatly appreciated by travelers.

—The *Jornal do Comércio* of the 17th hears that an agreement had been arrived at by the government and the Southern Rio Grande do Sul railway relative to the indemnity to be paid for surveys, etc., on the section from Bagé to Cacequy.

—The November traffic receipts of the Sorocabana railway were 57,600\$840 and expenses 34,-445\$694, leaving a surplus of 23,155\$146. On the extension the receipts were 18,981\$570 and the expenses 8,406\$770, leaving a surplus of 10,-574\$800. The fiscal's report is dated 16th February, and was published 11th March.

—It appears that the Leopoldina company has received 158,000\$ on account of guaranteed interest on the Alto Murié branch to which it is not entitled, that branch not being guaranteed. The company has been cited to restore the cash. It might be well, also, to hold the Minas provincial treasury officials responsible for paying out cash so freely.

—On the 16th the judge of the 1st commercial district of this city declared the Corcovado railway company in liquidation, and appointed the Banco Industrial e Mercantil and Monteiro, Hime & Co. auditors. The failure of this company is partly, at least, to be attributed to its insufficient capital, and it is hoped that some scheme may be organized to continue the service.

—At the general meeting of the shareholders of the Sorocabana company held in this city on the 14th, it was decided to increase the capital to 12,000,000\$ divided into 60,000 shares. The increase is 4,000,000\$. The new shares are to be divided among the shareholders with 20 per cent. paid in lieu of a dividend.

—The government has approved the reduction in tariffs on the Conde d'Eu railway in the province of Parahyba do Norte. Passenger rates are reduced from 75 to 70 reis per kilometre for 1st class, to 60 reis for 2nd class, and from 38 to 35 reis for 3rd class, with an abatement of 10 reis per kilometre in all classes for distances over 50 kilometres. Baggage and parcels will pay 7 reis per 10 kilogrammes per kilometre, foreign goods and merchandise requiring extra care 5 reis, chemical products 3½ reis, sugar, cotton and other agricultural products 1½ reis, with an abatement of 1 real for distances exceeding 50 kilometres, and fish, coffee, rice, vegetables, etc., 1 real.

LOCAL NOTES

—"Peaveworth in Hansa" is close enough to Leavenworth in Kansas."

—The surface water drains in Rio are 77,539 metres long and cost 3,898,974\$.

—The salaries and wages of the employés at the lazaretto in December amounted to 9,356\$405.

—On the 15th Gen. Maximino Santos published a manifesto to the people of Uruguay in *O País*.

—A man recently shot himself in the head here, and the cause of his death is officially stated to have been "hemorrhage of the base of the cranium."

—Should not this make our stock brokers' mouths water? In 1886 the sales of shares of July 25 of the companies dealt in on the New York Stock Exchange reached \$102,207,123!

—A patent for rendering ships unsinkable has recently been applied for. Why is a patent required? It is only necessary to invest each vessel with a cork jacket and the trick is done.

—A telegram dated the 17th states that the Uruguayan authorities insist that Brazil should allow the entry of jerked beef prepared previous to the appearance of cholera. Why not send up its fleet and force the quarantine?

—In 1886 Brazilian wool to the extent of 1,455 bales, weighing 1,325,542 lbs. and valued at \$112,748, was received at New York; in 1885 the import was 587 bales weighing 434:55 lbs. and valued at \$40,793.

—The Brazilian boundary commission leaves for the south to-day, a report of interrupted traffic on the Paraná railway deferring its departure. It's very hard to leave the Rio do Ouvidor for the wilderness, isn't it?

—The Sociedade de Imigração objects to the filthy Turks and Arabs that are infesting the city. There seems to be quite a traffic in deformities also. There should be some efforts to put a stop to this sort of immigration.

—A fugitive slave was found in the army the other day, and the government has authorized the payment of 700\$ to his master as an indemnity. At such a price, it might be well for masters to encourage the enlistment of slaves.

—Hardly a day passes that some one, generally a child, is not bitten by the wretched curs with which our streets are swarming. Could not a fiscal, two, manage to get bitten? For in that case something might be done to enforce the laws.

—There seems to be some difficulty in the French colony here, caused by the arrest of a Sr. Conlon, who is accused by the police of complicity in a recent very large robbery. He is charged with purchasing some of the stolen jewels.

—The documents relating to two serious criminal cases recently disappeared, and from an advertisement in the daily press it would appear that they had been lost or stolen from a tramcar. Strangely enough, they were found on a tramcar seat on the 18th, eight days after their disappearance.

—The Rio Jockey Club seems flourishing. In 1886, entries produced 24,855\$ and pools 117,267\$, the total receipts being 186,910\$. The total expenses were 163,749\$, but how much of this was in prizes is not apparent from the extracts of the report before us. The club has assets amounting to 412,522\$.

—The minister of agriculture in a dispatch to the president of Rio Grande do Sul states that emancipations with the condition of service for a number of years does not affect the law of September 28th, 1885. Slaves aged or reaching the age of 65 are *ipso facto* free, and those aged 60 need only serve for three years.

—On the 15th the staff of the department of public health offered the minister of empire his portrait in oil to be placed in their rooms, as a *troféu* of all that he had done for the public, and, perhaps we might add, of his discernment in the appointment of the public health officials. The modesty of the officials and the propriety of their manifestation, should be treated with all charity.

—The public gas bill of this city in February amounted to 41,271\$910, including 4,153\$470 as costs of exchange.

—*O País* of the 20th says the Coffee Exchange is to deal in "paper coffee" and will probably be called the "Liquidating Association."

—When one journalist says to another that if the latter wants to fight the former has a door-keeper at his order, what reply does it merit?

—The minister of agriculture has given free use of the mails to the new "Centro da Industria e Comercio de Assucar" within the empire.

—A man was recently examined by the police who presented a wound on the left hypocondriac, severe bruises and no less than 10 ribs broken. He had been beaten.

—Our medical men are all going in for animal magnetism, as it used to be called, or hypnotism as it is now denominated. Various cures of nervous diseases are reported.

—A Montevideo paper says the *saldaderos* there have accumulated a stock of 700,000 *quintales* of jerked-beef, and that if the ports of Brazil are shortly opened to its entry,faulures are imminent.

—A patent just granted consists of a box of galvanized iron, zinc or painted wood, with a tight fitting lid, two handles for carrying it, and destined to receive the garbage in houses. If this inventor has not strained himself, no one ever will.

—*O Apostolo*, our religious colleague, is afraid that, by the introduction of immigrants, Brazil will be paying a premium for the extinction of its own nationality. In which case, we presume, the *Apostolo*'s mission will come to an end.

—The number of slaves registered in 1871-72 in the municipality of the capital is stated by *O País*, to have been 40,000. Up to the 17th, or only 13 days before the register closes, only 5,000 have been entered. We are afraid this is too good to be true.

—The vicar of the parish of S. João Baptista, in Niterói, refusing to allow the celebration of a mass in thanks for the recovery of the Emperor, the vicar general of the bishopric has ordered it to be celebrated and will himself officiate.

—Either the banks or the *Jornal* are not up in exchange. The latter states that 5,000,000 francs equal 800,000\$, the former make it considerably over 2,500,000\$. It is not the first time the injudicious use of the scissors has been the source of regret.

—We cannot see why the minister of agriculture deserves any praise for his Rio Grande dispatch. He merely orders the observation of the emancipation law, as is his duty. Perhaps the observation of the law is the exception, not the rule, in emancipation questions.

—It is interesting to note that our astronomical review has added a section relating to the density of different woods. We shall soon expect to see entomology, geology, mechanic arts, and police news discussed in the *Anuario do Observatorio Astronomico*.

—The *Gazeta de Notícias* of the 19th says that circulars are being issued with a project for the formation of a bank destined to assist public employés. Heretofore the public employé has helped himself occasionally, but perhaps with a bank at his orders he will not require to do so any more.

—A writer in the *Jornal* on the 16th says Brazil puts "the cart before the horse." Factories are built and the raw material imported; musicians, sculptors and painters are produced, but maize, sugar, jerked-beef, bran and rice are imported. Modesty prevents our saying, "just our previously expressed ideas."

—Yesterday it was stated in one of the rooms of the courts in the Rua da Constituição, that a young advocate went to the jail to offer his services to a prisoner and asked that the sum of 220\$ he advanced him; he did not return, and the prisoner was obliged to send for another lawyer."—*Jornal do Comercio*, 10th Feb.

—The musical critic of the *Jornal* being appointed professor at the Conservatory of Music has offended the patriotism of another daily colleague, who thinks that a Brazilian should have been the nominee. The critic is not a native, but has applied to become a citizen. We are afraid Mr. Benjamin was too late in announcing his intention to do likewise.

—On the 18th the minister of empire ordered that quarantine on vessels from the Argentine Republic and Uruguay should be reduced to eight days, and opens the ports of the empire to vessels which have completed this period and have been disinfected. This order does not refer to beef, but the matter was referred to the Superior Council of Public Health which met on the 22nd.

—We regret to note that the Portuguese government refuses to permit the D. Maria II theatrical company to visit Brazil this season. This dependence on the Portuguese Crown for our amusements is becoming a source of galling irritation. Why can we not have an "*industria nacional*" in the way of theatrical amusements and then be free from Portugal and France? Some foreigner like Carlos Gomes might be imported to take charge of the enterprise, but the rest should be composed wholly of native talent.

Shipping.

THOMAS NORTON'S OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE UNITED STATES AND BRAZIL PORTS
Established in 1868
Loading Borth; Covered Pier No. 17, East River.
For Freight and General information apply to
Thomas Norton,
104 Wall St., New York.

Insurance.

GUARDIAN FIRE AND LIFE INSURANCE CO.
Agents in Rio de Janeiro
Smith & Youle.
No. 62, Rua 1^o de Maio.

LONDON AND LANCASHIRE FIRE INSURANCE CO.
Agents in Rio de Janeiro
Watson Ritchie & Co.
No. 25, Rua de Theophilo Ottoni.

PHOENIX FIRE OFFICE
Established 1782

Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua Visconde de Itaboraí.

HOME AND COLONIAL MARINE INSURANCE CO.

Agents for the Empire of Brazil
Norton, Megaw & Co.
No. 82, Rua 1^o de Maio, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling
Reserve fund..... £40,000

Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua do Visconde de Itaboraí.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON, FIRE AND MARINE.

Fire Risks
Authorized 1870
Marine Risks
Authorized 1864.

Agents for the Empire of Brazil
Wilson Sons & Co. Limited.
No. 2 Praça das Marés.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.

Capital..... £2,000,000
Accumulated Funds.... £5,245,104

Business against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co. agents.
No. 8, Rua da Candelaria

BRITISH & FOREIGN MARINE INSURANCE COMPANY, LTD.

Capital..... £1,000,000 sterling

Agents in Rio de Janeiro
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1797

Losses paid..... £5,500,000

Agents in Rio de Janeiro
Swanwick & Gordon,
29, Rua General Camara. Telephone No. 427.

Steamships.

LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS, UNDER CONTRACT WITH THE BELGIAN AND BRAZILIAN GOVERNMENTS.

March Departures:

To New York:

[Every Saturday]

Delambre [Loading also in Santos].. Mar. 5th
Polymer { do do do 12th
Rose { do do do 13th
Bessel [Loading also in Santos].. .. 14th

Extra steamers may be needed.

To Southampton:

Temporarily suspended on account of quarantine restrictions.

To Other Ports:

Herschel New Orleans..... Mar. 13th

To Rio Grande Ports:
Caron..... Every
or *Chatham*..... Wednesday

LAMPORT & HOLT,
21 Water Street, Liverpool

ARTHUR HOLLAND & Co.,
17, Leadenhall Street, London

For freight and passages apply to

Agents—*Norton, Megaw & Co.*
No. 82 Rua 1^o de Maio
Broker—*Sveri Silverstein*,
Rua 1^o de Maio No. 35.

ROYAL MAIL STEAM PACKET COMPANY.

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1887

Date	Steamer	Destination
Mar. 24	Tigre, ...	Southampton and Antwerp, calling at Lisbon and Vigo.
" 29	Neva, ...	Montevideo and Buenos Ayres.
April 9	Tamar, ...	Southampton and Antwerp, calling at Bahia, Maceio, Pernambuco, Lisbon and Vigo.

* This steamer has lately undergone several alterations and is supplied with the Electric Light.

This Company's steamers leave Southampton on the 28th and 29th of every month and arrive in Rio de Janeiro on the 28th and 16th, the former proceeding to the River Plate after the necessary delay. The latter stops at Santos and returns, calling at Brazilian ports.

For freight and passages apply to

R. W. MAV, Superintendent,
Rua do General Camara No. 2,
(Corner of Rua Visconde de Itaboraí)

UNITED STATES AND BRAZIL MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAIS.

SAILINGS FOR NEW YORK
ADVANCE, Capt. Lord, 20th Apr.
FINNCE, Capt. Baker, 14th May.

The fine packet

ALLIANÇA,

Captain BEERS,

will sail 20th March at 10 a. m. for

NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHÃO,

[leaving the two last named ports]

PARÁ, BARBADOS AND ST. THOMAS

Reduced Passages

	return	storage	gold
To Liverpool,	\$220		
" New York,	\$145	\$75	"

For passage and information apply to

Wilson, Sons & Co., Limited; Agents
No. 2 Praça das Marés

And for cargo to

W. C. Peck,

No. 6, Praça do Comércio

Banks.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Santos,
São Paulo and Porto Alegre.

Capital..... £1,000,000
Ditto, paid up..... £500,000
Reserve Fund..... £190,000

DRAWS ON:

THE LONDON JOINT STOCK BANK,
and transacts every description of Banking business.

LONDON AND BRAZILIAN BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
RIO DE JANEIRO, SANTOS, SÃO PAULO,
RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,
AND NEW YORK.

Capital..... £1,000,000
Capital paid up..... £500,000
Reserve Fund..... £190,000

DRAWS ON:

Messrs. GLYN, MILLS, CURRIE & Co.,
LONDON,
Messrs. MALLEY FRERES & Co.,
PARIS,
Messrs. J. H. SCHROEDER & Co.,
HAMBURG,

BANCO INTERNACIONAL DO BRAZIL.

22, Rua da Alfândega, 22

Capital 20,000,000\$000

President Edward Herdman, Esq.

Vice-President de Figueiredo

This bank draws on

Messrs. N. M. Rothschild & Sons—London

Messrs. De Rothschild Frères—Paris

Deutsche Bank,, Hamburg

Deutsche Bank,, Berlin

Bank of Anvers,, Frankfurt of Main

Antwerp,, Antwerp

Bank Generale,, Genoa

Bank Generale,, Naples

Bank Generale,, Milan and other Italian cities

Bank Generale,, Madrid

Bank Generale,, Barcelona

Bank Generale,, Cadiz

Bank Generale,, Malaga

Bank Generale,, Tarragona

and other cities in Spain and the Canary Islands

Banco de Portugal,, Lisbon

Banco de Portugal,, Oporto

Banco de Portugal,, and other Portuguese cities

English Bank of the River Plate,, Buenos Ayres

Messrs. G. Amsink & Co.,, Montevideo

Buenos Ayres

Montevideo